

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Enfield Farm Inventory Number: F-2-113
Address: 649B Jefferson Pike City: Brunswick Vic. Zip Code: 21758
County: Frederick USGS Topographic Map: Harpers Ferry-Va.-Md.-W.Va.
Owner: Brunswick Crossing, L.L.C. Is the property being evaluated a district? ☐ yes
Tax Parcel Number: 259 Tax Map Number: 91 Tax Account ID Number: 489063
Project: Brunswick Crossing Development-200666892\N66902 Agency: U.S. Corps of Engineers
Site visit by MHT Staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property located within a historic district? ☐ yes ☒ no

If the property is within a district District Inventory Number: _____
NR-listed district ☐ yes Eligible district ☐ yes District Name: _____
Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)
Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None
Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

At the end of the long driveway, past a 1970's ranch house, is an imposing 2 1/2 brick residence capped by a tall hipped roof and dormers, covered in slate with a series of scalloped slates creating a pleasant rhythm. In addition there are two tall chimneys capped by caps, with recessed panel, which corbel out from the chimney stack. The façade has a porch supported by block square columns runs the length of the façade. The door is the second bay from the left and falls just a roof on the left side of the façade. Within this gable is a three part, roughly Palladian, window at the roof level and below it the three part window is altered creating taller windows closer in size to each other. In sum, the façade within a symmetrical treatment offers a surprising amount of variant details. The right side is even more varied with an end gable surmounting two floors of tall windows, but the bays closer to the rear are much smaller. The visual effect is to (falsely) suggest that the rear is a separate wing or addition. On the rear and left side the re-entrant angle is filled by a small addition, done later in lighter color brick and above this addition is a projecting frame sleeping porch. In sum, this structure is a stunning example of late 19th century, or even possibly early 20th century rural architecture that breathes new life and originality in over-used 19th century residential styles. Behind the house is brick horse barn or perhaps very early car garage, with a pyramid roof at the end, suggesting a dove-cote, and sliding wooden doors running across the length of the building. In addition to these two lovely buildings, there are farm outbuildings clustered at a distance behind the house. With the exception of one small stone building, these outbuildings are mid to late 20th century and in poor condition, showing a long term lack of maintenance. Several outbuildings and silos

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Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☐ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None
Comments: _____

Jonathan Sayer
Reviewer, Office of Preservation Services
PKinty
Reviewer, NR Program

7/10/07
Date
7/5/07
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were demolished, probably late in the 20th century. In the late 19th century and early 20th century as the Frederick County farmers became more dependent on large mechanized farm equipment, such as tractors and bailers, the farmers had to erect building to house this equipment. At Enfield Farm there are more than a half dozen frame, wood-sided or metal paneled, buildings ranging from small to large to house equipment, provide worker housing above, or store grain such as the silo. It is presumed that the smaller shed closest to the house is the oldest surviving unit, with the possible exception of the structure set in the valley farthest from the house. With the obvious exception of the silo (and it appears that at least one other has been demolished), these out buildings have gable roofs. Their condition ranges from fair, for the recently constructed metal sheds to nearly collapsed, for the older structures.

This property is eligible as an example of mid-19th farming that expanded substantially in the late 19th/early 20th century as was not uncommon in Frederick County, reflected not only in the newer farm outbuildings, but more importantly in an ambitious, unusual farmhouse. In fact, to call this a farmhouse is a misnomer because by size, scale, and ambitiousness of the details, the client and architect were setting their sights on creating an urban or at least suburban late 19th/early 20th century house that reflects their interpretation of the current architectural tastes. The small structure behind the house, that was most likely built in the very early 20th century for the then new Ford car, with its hipped end roof, can demonstrate that this farmer did not want to be mistaken for a farmer, but instead to be viewed as a highly successful, inventive agrarian entrepreneur.

Overall Historic Context for Brunswick Region (in which Enfield Farm is located)

While European exploration, including surveying and purchasing of land, of western Maryland dates to the first decades of the 18th century, the area that is present-day Frederick County remained unsettled until about the 1730's, except for native tribes. The Proprietary Letter of 1732 encouraged settlement by farmers by offering large tracts with payment deferred for three years, and Frederick County in the period from 1730 to 1805 has been characterized by historians as undergoing "agrarian intensification." These early settlers were Pennsylvania Germans and these Protestants were subsequently joined by smaller numbers of English Catholics. According to the Frederick County Historic Plan (also the source of later quotes), "The amalgam of German and English influences is a characteristic of Western Maryland houses of the early and mid 18th century and some of its features, such as the hillside siting and a functional interior spatial disposition persisted through most of the 19th century."

In the late 18th century, Frederick County farmers had limited success with tobacco growing due to stony soil and the cost of transporting tobacco to coastal ports. So the farmers raised other crops.

Frederick County was formed from part of Prince George's County in 1748, three years after Frederick Town was platted. The town grew rapidly and was the second largest Maryland town in the late 18th century and in the same period Frederick was the state's second largest county.

The French and their native allies' victory over the British and colonial troops in the French- Indian War in the mid-1750's temporarily slowed growth in Frederick County, out of fear of Indian attacks, but growth due to new settlers resumed by the mid-1760's.

In 1776, Montgomery (on the east) and Washington (on the west) counties were carved out of Frederick County.

During the same period --- during the Revolutionary War --- industries such as iron forges and foundaries and glass blowing were established in the county and spurred economic and population growth. By 1794 there were also 20 mills, one saw mill, one forge and one glass works in the county.

In 1790 Frederick County counted 26,937 whites, 213 free blacks, and 3,641 slaves. Sixty years later, the county had 33,314 whites, 2777 free blacks, and 3913 slaves. While the number of free blacks increased dramatically, as it did throughout all of Maryland, Frederick was one of the few counties that showed an increase in the number of slaves. From the late 18th century through the Civil War, Frederick County citizens were of divided loyalties.

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In 1805 construction on the National Road through Frederick had been initiated and other turnpikes were undertaken to provide better roads from Frederick to Harper's Ferry and other outlying towns. Improvement in roads coupled with improved farm machinery, such as threshers and reapers, enabled large scale movement of farm products from Frederick County to the east, and manufactured goods were shipped west from the eastern towns/cities and ports to the farmers.

The most dramatic improvements to shipping farm goods and finished goods occurred with the construction of the C & O along the Potomac River and the B & O Railroad, roughly paralleling the National Road.

The railroad and canal both arrived in Brunswick (originally Berlin) in 1834, but very quickly the railroad became the dominant mover of produce and the other products between the various Frederick county mills and towns and the more eastern towns and cities. Despite the canal's initial success and economic influence it rapidly lost out to the railroad. To quote "A Walking tour of Historic Brunswick": "C & O Canal Lock No. 30. Two interpretive markers tell the story of early industry based on water power, that drew people to this area. The mills- such as C.F. Werner's- formed the nucleus around which Berlin grew... Lock No. 30 is dry now. No longer do coal-laden canal boats 'lock down' as the gates opened to let water out and lower the boat on its journey east, or 'lock up' on the return trip." Again quoting the "Walking tour" booklet: "Brunswick prides itself as a railroad town. In many ways, the Baltimore & Ohio Railroad built the Brunswick you see today. However, the B&O tracks didn't arrive in town until 1834, and the big expansion of the railyard here- which made the B&O the town's largest employer for years - didn't happen until 1890 and again in 1905-06."

In 1850 the Bond Map showed the well-developed railroad and canal along with major north-south roads leading from Brunswick and its northern neighbor of Knoxville. The road that terminated at Knoxville ran east to Frederick and was from at least from the late 18th century known as Jefferson Pike or later US 340 and now MD 180. Through the 19th century and into the late 20th century it was the popular route for people traveling from Frederick and other parts of Maryland to West Virginia, especially Harper's Ferry and Charles Town. A few miles north of Brunswick the road cut through the small town of Petersville as did the other east- west route from Brunswick, which is Rt 17 or Petersville Road. While the houses along Petersville Rd. are more recent, at best early 20th century, several farms and farmsteads along Jefferson Pike (closest to Knoxville), for example the Deaver Farmstead, are at least as old as mid-19th century. A disjointed road runs between Petersville Road and Jefferson Pike and this road is approximated by the present Burkittsville Rd.

During the Civil War, two major battles took place in Frederick County, and Frederick Town was occupied at various times by Confederate and Union armies, and it was a hospital center throughout the war. Marauding troops, supposedly mostly Confederate raided farms, stealing food and animals.

After the Civil War, economic growth restarted, spurred by the use of newly available steam powered farm equipment. But only the more affluent farmers could afford this equipment or the gas powered tractors that became more common in the 20th century.

Starting in the 1870's, "in the industrial/urban dominance period, the most important agricultural development was the change from grains, produce, and livestock to dairy products for other than domestic use... The major events in agricultural and industrial development from 1870 to the 1920's had visible effects on the physical structure of farmsteads, villages, and towns. The use of steam, and later, gasoline-powered agricultural equipment required shelters in the farmsteads to protect the machinery. These were usually small frame sheds, often with open side for ease of access. Equipment sheds were sometimes attached to existing sheds, bank barns, and other buildings." Other buildings that were built were pull-through wagon shed/corn crib and silos, which became common by the 1890's. Creameries for the sanitary handling of milk also started to appear in the late 19th century.

In the late 19th to early 20th century, the variety of revival domestic architectural styles popular throughout the country were built in Frederick County or existing buildings were renovated to reflect newest styles. Sears Mail Order houses were common because the extensive network of railroads made it possible to bring the pre-cut and numbered lumber to the most isolated farm. In addition to other styles popular in the late 19th and early 20th century, the four-square caught on in Frederick County. "In the early 20th century, the Four Square house, with a generally square or rectangular plan topped by a hipped or pyramidal roof, became increasingly popular across the nation. Easily built and convenient to extend or embellish with porches, dormers, porte cocheres, and wings, the Four Square single dwelling and duplex house became a familiar part of the County's

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architectural scene. Bungalows achieved a modest showing, principally in or near the towns, but occasionally occurring in rural locations as well. The Four Square, with its usually full-height second story, was marginally more popular than the bungalow in farmsteads for new or replacement dwellings, but neither type was built in large numbers in the rural landscape." Concrete block construction was introduced in the 20th century as was electricity.

Of course the Depression slowed severely the economy, which only revived with the Second World War. Aside from military camps in the county, there was little building during the war. After World War II and the Korean War, major highway projects started throughout the country and effected roads in Frederick County. There was also a national shift from agriculture and fields were lost to highways and housing subdivisions. "Subdivisions began to appear at the edges of Frederick City, and both Brunswick and Frederick City began a series of annexations in the late 1960's." In 1970, Jefferson Pike was supplanted by a modern divided highway just north of it.

In sum, the history of Frederick County is that of a rural, agrarian county strongly affected by major transportation modes. At the local level the influence of transportation routes was even greater and the agrarian quality perhaps faded a little bit earlier. In Brunswick and surrounding areas, the strong rural, agrarian quality persisted into the late 1960's, but the impact of the B&O Railroad, with its roundhouse and other major structures at Brunswick, and to a lesser degree the C & O Canal and manufacturing in Brunswick had more influence than industry or commerce probably had in other rural parts of Frederick County. While the outlying areas of Brunswick did not develop commercially or even residentially the way Brunswick did, there was the spread of railroad worker housing north from Brunswick and by the early 20th century housing communities were planned for middle or perhaps even upper class people who worked or owned companies in Brunswick. After World War II the agrarian nature of the Brunswick region was seriously altered first by the construction of largely brick one story residences for people who commuted not only to Brunswick but to much more distant work sites. This erosion of the farm setting was further seriously undermined by the construction in 1970 of the new divided highway which cut through what had previously been farm land. Also, Jefferson Pike, as a major connector between Frederick and Harper's Ferry and Charles Town (especially its race track), starting in the 19th century, developed as a mix of farmsteads with some fine 19th century homesteads and transportation related buildings such as the two motor courts and night club at the northern end of Jefferson Pike in the Brunswick Region.

Prepared by: William Lebovich

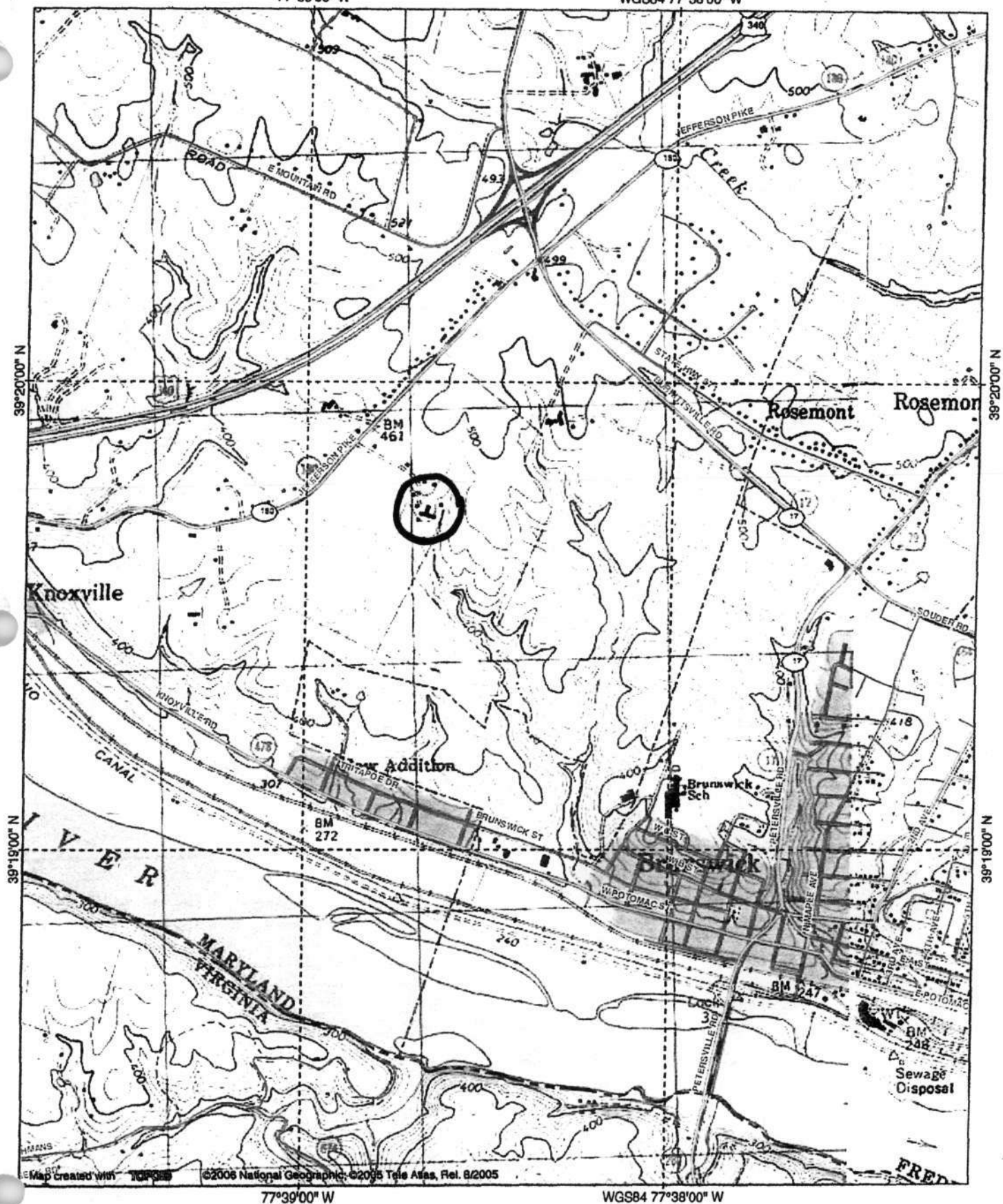
Date Prepared: February 2007

ENFIELD FARM
F-2-113

TOPOI map printed on 02/15/07 from ".tpo"

77°39'00" W

WGS84 77°38'00" W



NATIONAL
GEOGRAPHIC

0.0 0.1 0.2 0.3 0.4 0.5 0.6 miles
0.0 0.5 1.0 km

USGS Harpers Ferry - 10.5°
Va. - Md. - W. Va.
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Bill Leberich
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Bill Lebarich
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Enfield Farm

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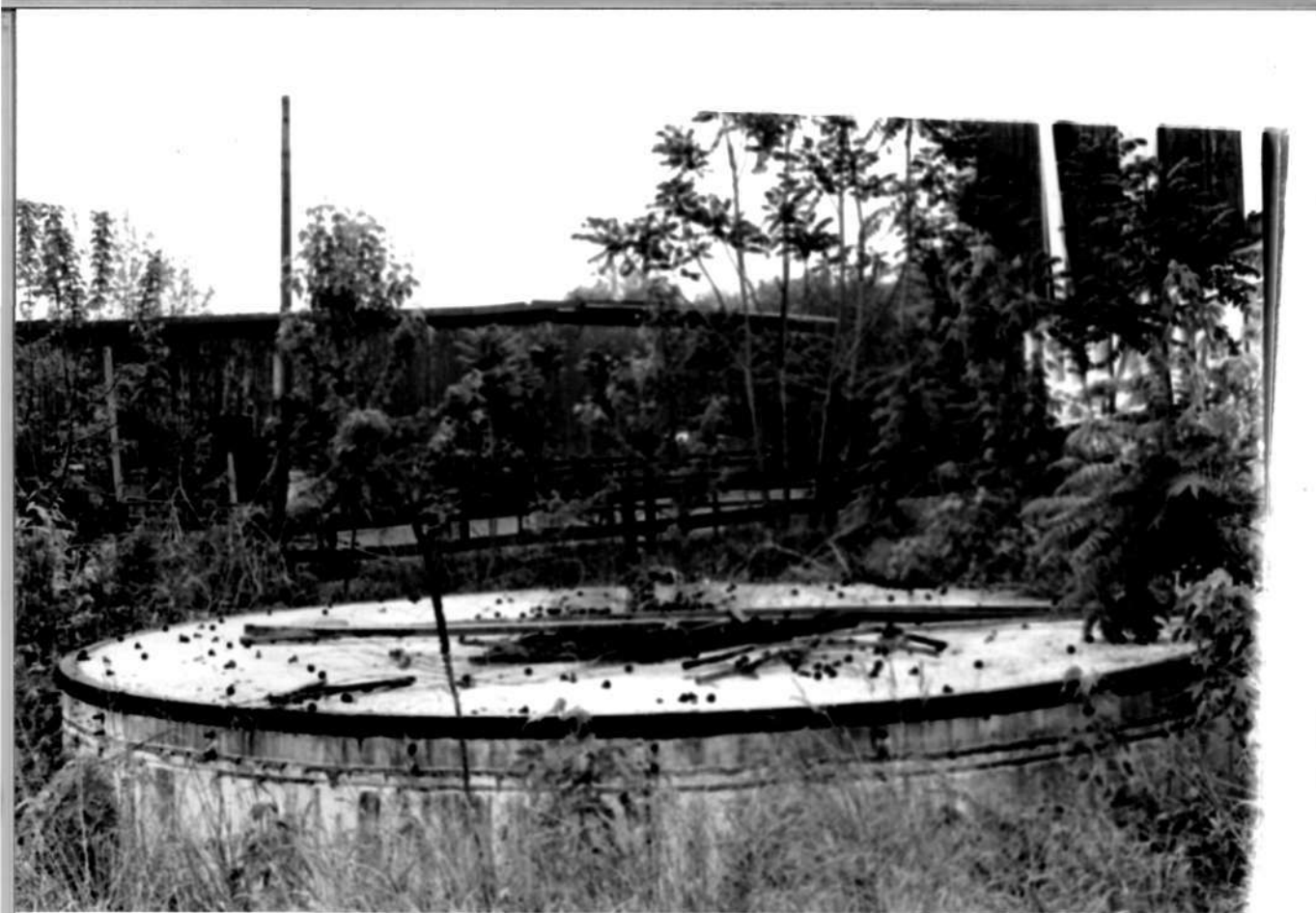
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